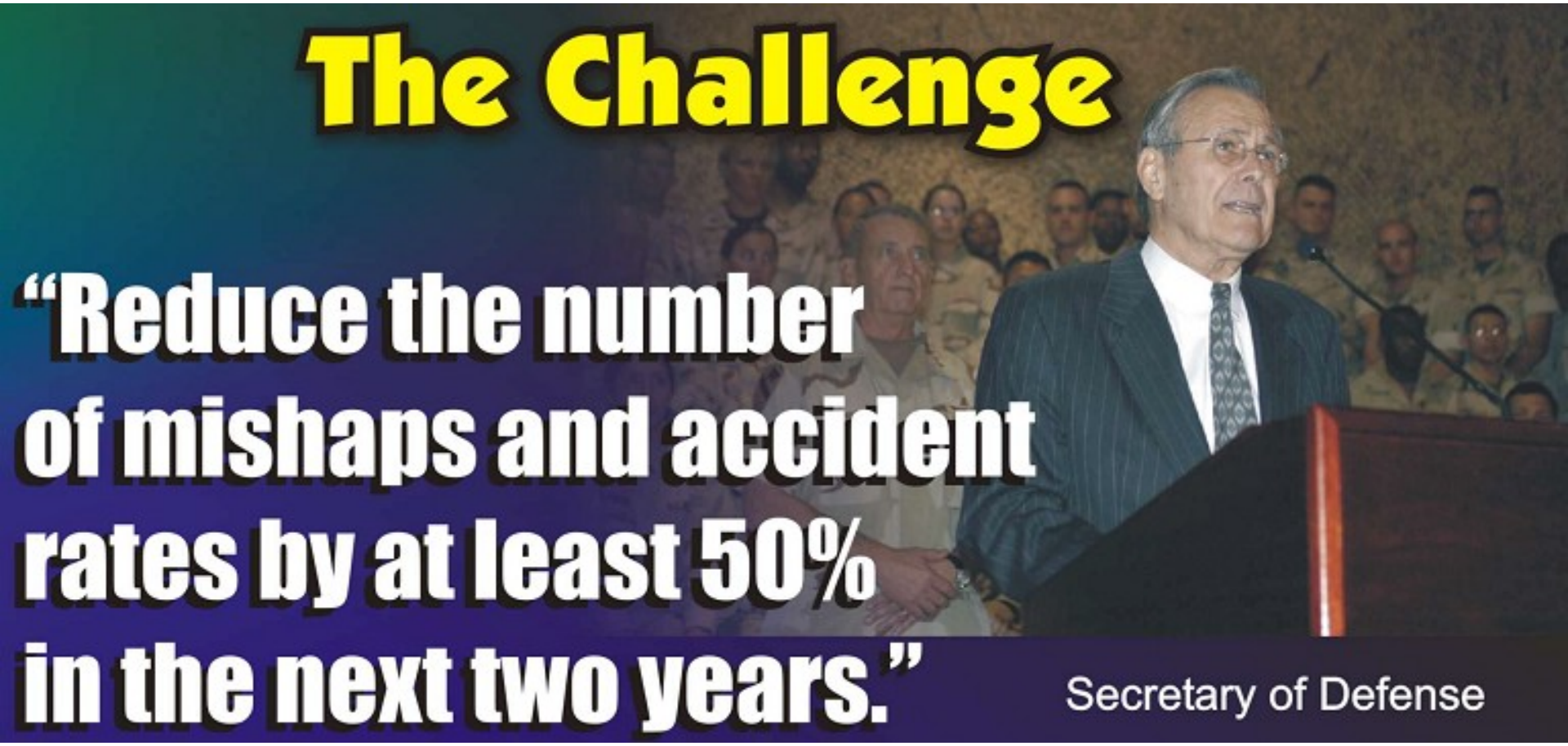
DSOC Private Motor Vehicle Task Force

Status Briefing to ESB
16 March 2004

BGen Dickerson

Task Force Chair


The Challenge
"Reduce the number of mishaps and accident rates by at least 50% in the next two years."
Secretary of Defense

PMV TF Charter

- Mission
  - Establish a plan to meet SecDef challenge for private motor vehicle fatalities
- Goals
  - <150 fatalities across DoD by FY05
  - each Military Services reduce fatalities by 50% in FY05 from FY02 baseline
  - adopt best practices
- Membership to accomplish mission
  - Military Service Safety Centers
  - Uniformed Services University (USUHS)
  - National Highway Traffic Safety Administration (NHTSA)
  - National Safety Council
  - Motorcycle Safety Foundation
  - contractor support

Challenges

- **Conventional methods won't meet SecDef challenge**
  - **need to prevent >150 fatalities**

Conventional Approach	FY02 Fatalities	Expected Lives Savable
100% belt use	85 unbelted	40
Reduce alcohol involvement	82 alcohol involved	60
100% helmet use	9 un-helmeted	3
TOTAL		103

(Data source: NHTSA)

- **other opportunities**
  - **speed**
  - **aggressive driving**
  - **fatigue**
  - **reduce motorcycle exposure**

Making the Goal Change Behaviors

- Senior leadership involvement (walk the talk)
- Accountability
  - accountability of operators for behavior
  - accountability of leaders for supervision
- Push-pull best practices to leaders
- Develop permanent partnerships
  - Installations - partnering with local law enforcement (e.g., ride along programs)

Plan of Action and Milestones (POAM)

Objective: **Establish a realistic plan for achieving 50% reduction in PMV fatalities by FY2005**

Approach: **Follow Operational Risk Management (ORM) approach**

Steps **(high-level):**

1. **Organize Task Force and working groups (Jan 2004)**
2. **Identify risk factors and develop a standardized report (Feb 2004)**
3. **Develop draft countermeasures (Apr 2004)**
4. **Coordinate/select final countermeasures with Military Services (Jun 2004 – critical milestone)**
5. **Implement countermeasures – Military Service Action (Jul 04 – Sep 05)**
6. **Monitor implementation & effectiveness – PMV TF Action (Jul 04 – Sep 05)**
7. **DSOC progress reviews (Quarterly)**

Support Needed from DSOC

- Visible senior leadership commitment
  - personal involvement of USD(P&R) – question commanders on fatalities
  - High visibility of push-pull best practices
- Initial USD(P&R) memo to Military Departments
- Clarify lines of authority for TF recommendations
- Authority & process to add expertise to TF
  - e.g., add Reserve Component as members
- Future support needs being identified by TF
  - policy obstacles within DoD
  - legal/legislative obstacles - federal & state
  - resources - DoD Component program execution
  - integrating traffic safety training into schools
  - Push-pull best practices (lessons-learned) across DoD

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- **Membership to accomplish mission**
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  - **Contractor support**

Conclusion

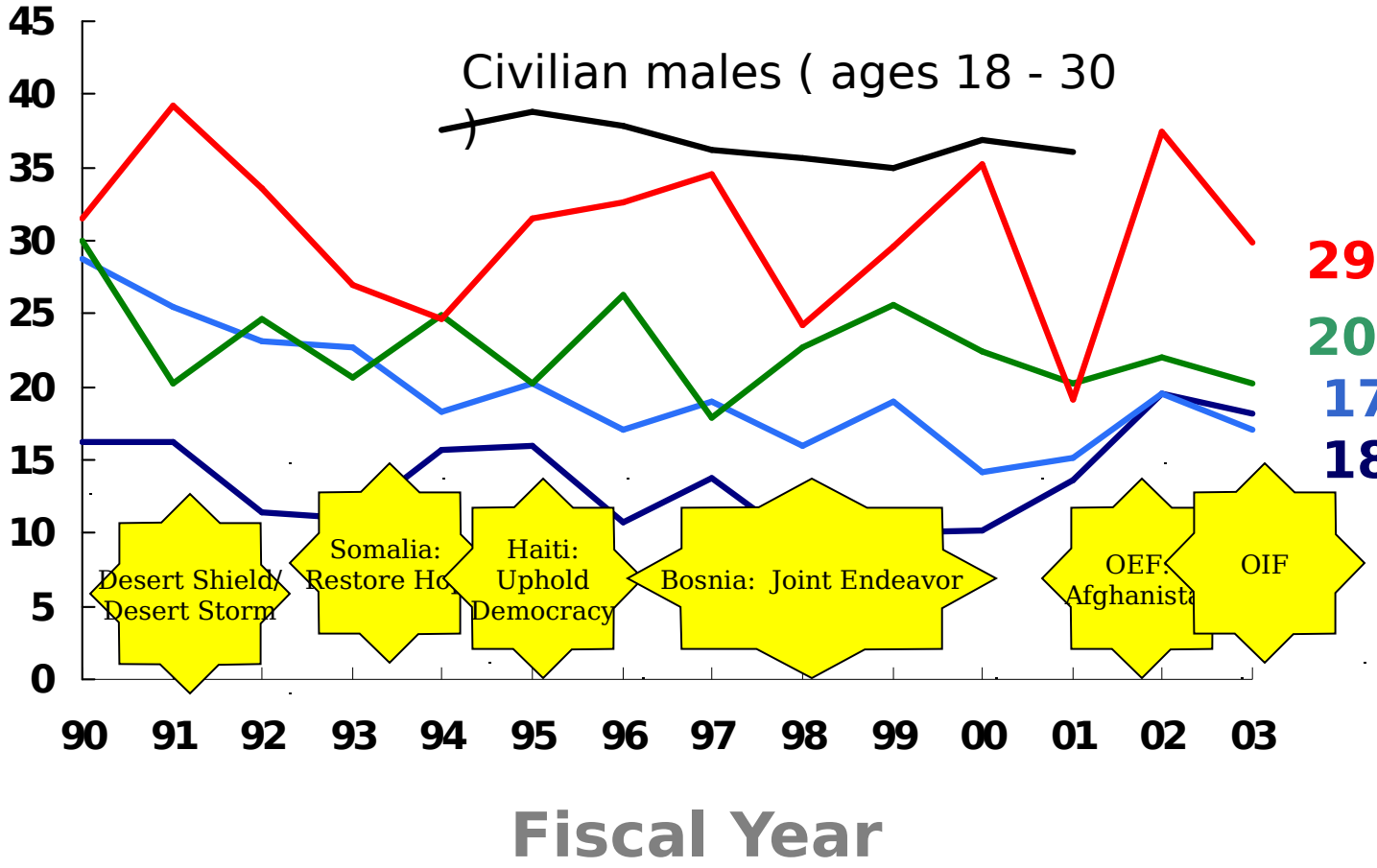
DSOC Private Motor Vehicle Task Force

Status Briefing

Backup Slides

Traffic Deaths Rates

(Per 100,000 Personnel)



FY03

29.81 (53) USMC

20.23 (101) Army

17.01 (65) Navy

18.13 (68) USAF

Defense Safety Oversight Council
Private Motor Vehicle
Accident Reduction
Task Force Charter

January 2003

Draft

Private Motor Vehicle (PMV) Accident Reduction Task Force

I. Mission Statement

The Private Motor Vehicle Accident Reduction Task Force will contribute toward achieving the Secretary of Defense goals of "reduce the number of mishaps and accident rates by at least 50% in the next two years" by reducing military deaths from operating privately owned vehicle to less than 150 for DoD and 50% for each Service.

II. Purpose

The Task Force will recommend policies, programs and investments to the DSOC to reduce military deaths from operating privately-owned motor vehicles.

III. Goals

Reduce privately owned vehicle deaths to less than 150 for DoD and by 50% for each Service.

Develop and implement military private motor vehicle accident prevention countermeasures that meet or exceeds the minimum best practices of federal and state entities and other exemplary driving safety programs.

IV. Authority

BGen Robert Dickerson, Commanding General, MCB Camp Lejeune, NC, was appointed Chair of the Motor Vehicle Accident Reduction Task Force. BGen Dickerson will report through the Under Secretary of Defense David Chu to Secretary Rumsfeld.

V. Scope

The task force scope will follow the definition from DoDI 6055.7 for private motor vehicle accidents.

"E2.1.19.3. Private Motor Vehicle (PMV) Accident. A motor vehicle accident, regardless of the identity of the operator, that does not involve a GMV [Government Motor Vehicle] or GVO [Government Vehicle Other], but results in a fatality or lost time case injury (involving days away from work) to military personnel on- or off-duty or to on-duty civilian personnel, or reportable damage to DoD property."

The task force will focus on off-duty military fatalities as the most significant and frequent event needing improvement. The task force will not address accidents from government vehicles, military tactical vehicles, or industrial vehicles or equipment.

VI. Approach

The overall Task Force approach will be consistent with operational risk management (ORM) principles: analyzing risks, developing countermeasures, implementing countermeasures and evaluating implementation of countermeasures and their effectiveness. Leadership and accountability will be the cornerstones to effective implementation.

A. Analyzing Risks. Task force members will review previous studies from DoD, other government agencies, the insurance industry and non-governmental organizations to identify candidate risk factors, candidate countermeasures and expected effectiveness in applying risk factors as a screening tool and countermeasures in preventing accidents and fatalities. Members will compare previous studies to military data, collecting additional data on military PMV accidents as needed to explore risk factors and countermeasures.

B. Develop Countermeasures. Task force members will select risk factor screening tools and countermeasures, and develop a complete program for implementing the countermeasures. Members will first consider best practices from any source. Program implementation will describe changes needed to doctrine, training, leadership, organization, materiel, personnel and facilities (DTLOMPF). Implementation will consider changes needed to legislative mandates, DoD and DoD Component policy. Program implementation will include performance metrics to measure successful implementation (e.g., if training is recommended as a countermeasure, the performance metric would be training completion rate). Task force members will coordinate draft program implementation recommendations with their Military Service.

C. Implement Countermeasures. The Chair of the Task Force will submit program implementation recommendations to the USD(P&R). The USD(P&R) will issue program implementation direction to the DoD Components. The DoD Components will implement the accident prevention programs.

D. Evaluation. The DoD Components will report implementation performance metrics through their Safety Center. The Safety Centers will report implementation metrics and PMV fatality data to the Task Force. The Task Force will monitor, analyze and report to the DSOC implementation performance metrics and achievement of Task Force goals.

VI. Lines of Communication

Task force members will represent their respective Military Service, and will communicate and coordinate task force activities and recommendations with their Military Service prior to recommendations being submitted to the DSOC.

The Task Force Chair will submit coordinated Task Force recommendations to the DSOC for approval and implementation as direction from the USD(P&R) to the DoD Components (i.e., Military Departments, Joint Chiefs of

VII. Milestones

Actions and milestones will be developed and monitored through a Task Force plan of action and milestones (POAM).

VIII. Membership

Enclosure 1 identifies the Task Force Membership. Task Force members will be submitted by their respective parent organization for approval of the Task Force Chair. Members will represent and coordinate activities with their respective parent organization.

VII. Task Force Workgroups

The Task Force Chair will charter workgroups as needed to perform clearly defined tasks that contribute to Task Force goals and activities.

VII. Duration of Task Force

The Task Force is chartered until the goals are attained.

VII. Approval Authority

David S. C. Chu Under Secretary of Defense (Personnel and Readiness)